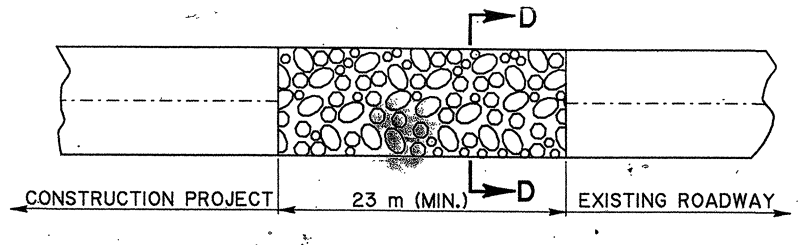

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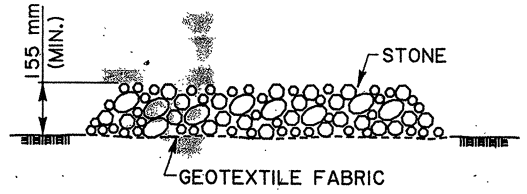


SECTION D-D

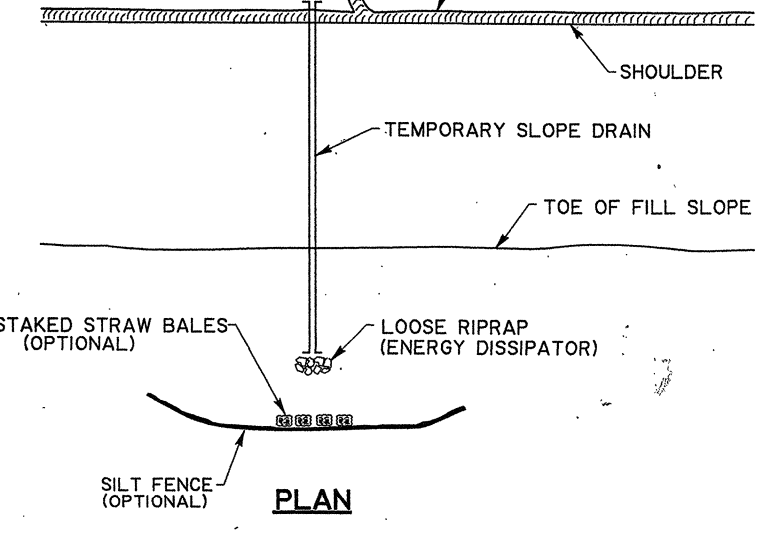
TEMPORARY STONE CONSTRUCTION ENTRANCE AND/OR WASH RACK

PAY AS "S - ITEM", TEMPORARY STONE CONSTRUCTION ENTRANCE

NOTES:

A stone stabilized pad located at points of vehicular ingress and egress on the construction site to reduce the amount of mud transported onto public roads. If the action of the vehicle traveling over the gravel pad is not sufficient to remove the majority of the mud, then the tires must be washed before the vehicle enters a public road. A few basic design guidelines for the use of a Stone Construction Entrance and/or Wash Racks are:

1. The stone layer must be at least 155 mm thick;
2. The stone shall conform to Section 711(02)(Class 1 kg) of the LA DOTD Standard Specifications;
3. The length of the pad must be at least 23 m and it must extend the full width of the vehicular ingress and egress;
4. A geotextile fabric underliner is required. The geotextile fabric shall be in accordance with Section 1019 (Type D); of the LA DOTD Standard Specifications;
5. If a wash rack is necessary, provisions must be made to intercept the wash water and trap the sediment before it is carried off-site.



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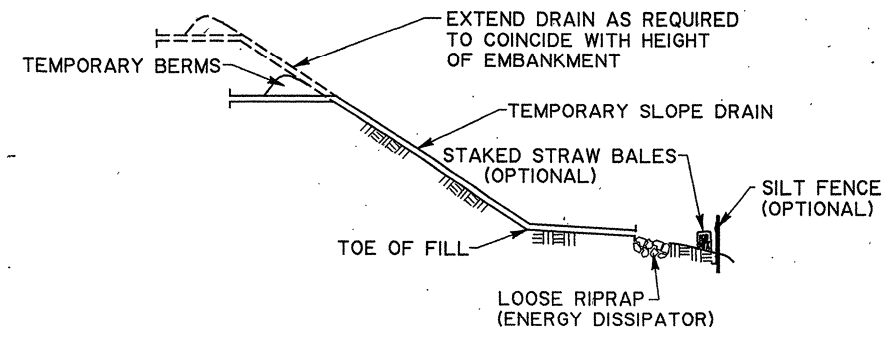


ELEVATION

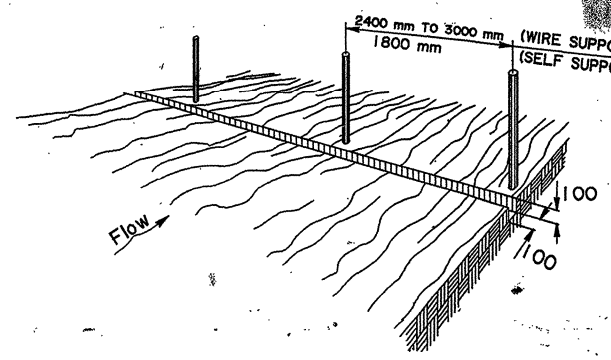
TEMPORARY SLOPE DRAIN

NOTES:

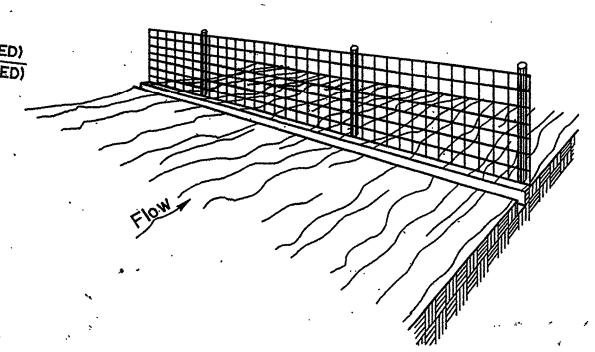
A temporary slope drain is a device used to carry water from the construction work area to a lower elevation. Slope drains may be plastic sheets, metal or plastic pipe, stone gutters, fiber mats, or concrete or asphalt ditches. A few basic design guidelines for the use of a Temporary Slope Drain are:

1. The spacing of the slope drains varies with the road grade.
   For Grades: 0.0% - 2.0% use 152 m spacing
   2.1% - 5.0% use 61-m "
   Greater than 5.0% use 30 m "
2. Slope drain material: Smooth pipe - 200 mm minimum
   Corrugated pipe - 300 mm minimum
   Plastic sheeting - 1220 mm wide minimum
   " " - 75μm thick min.
3. Plastic sheeting can be staked down or weighted with rocks or logs. The area under the sheeting should be shaped to provide an adequate channel.
4. The outlet end should be protected or have some means of dissipating energy. The flow should be directed through a sediment trap such as a silt fence or hay bales.
5. To insure proper operation, temporary slope drains should be inspected regularly and after each storm, for clogging or displacement. Erosion at the outlet should be checked and the silt traps cleaned if necessary.

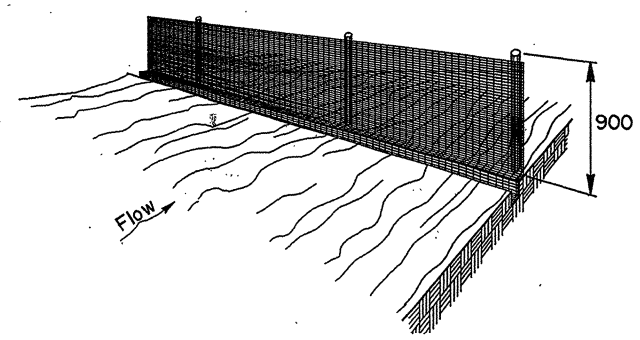
1. SET POSTS AND EXCAVATE A 100 mm X 100 mm TRENCH UPSLOPE ALONG THE LINE OF POSTS.



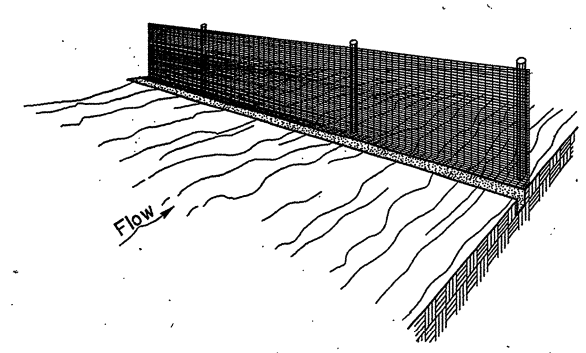
2. STAPLE WIRE FENCING TO THE POSTS.

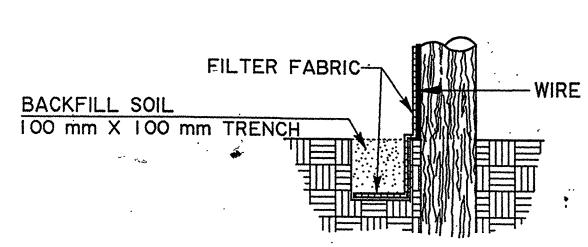


3. ATTACH THE FILTER FABRIC TO THE WIRE FENCE AND EXTEND IT INTO THE TRENCH.



4. BACKFILL AND COMPACT EXCAVATED SOIL.





EXTENSION OF FABRIC INTO THE TRENCH

CONSTRUCTION OF TEMPORARY SILT FENCING

(WIRE SUPPORTED SILT FENCE IS SHOWN. SELF SUPPORTED SILT FENCE WILL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS.)

NOTES:

Silt fencing is a temporary sediment barrier consisting of a filter fabric supported by posts and stretched across an area to intercept and detain small amounts of sediment. The silt fencing shall be in accordance with Section 204 of the LA DOTD Standard Specifications. A few basic guidelines for the use of Silt Fencing are:

1. Use where erosion would occur in the form of sheet and rill erosion;
2. Use where the maximum drainage area behind the silt fence is .01 hectares per 30 meters of silt fence length;
3. Use where the maximum slope length behind the barrier is 30 meters;
4. Use where the maximum gradient behind the barrier is 2:1.
5. Do not use silt fences in live streams or in ditches or swales where flows exceed 0.03 cubic meters per second.

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.

SHEET NUMBER

PARISH | FEDERAL PROJECT | STATE PROJECT

STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TEMPORARY EROSION CONTROL DETAILS

STANDARD PLAN NUMBER: EC-01M

HYDRAULICS SECTION

DESIGNED	DETAILED	DATE
CHECKED: JCM	CHECKED: KAJ WMR	3-11-97
		SHEET: 2 OF 2

REVISION DESCRIPTION	BY	APPROVED	DATE:
Original Signed by Chief Engineer			

APPROVED BY CHIEF ENGINEER: DATE

08-JAN-1998 11:08

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